



Senate

General Assembly

File No. 605

February Session, 2008

Substitute Senate Bill No. 664

Senate, April 14, 2008

The Committee on Appropriations reported through SEN. HARP of the 10th Dist., Chairperson of the Committee on the part of the Senate, that the substitute bill ought to pass.

AN ACT CONCERNING INDEPENDENT TRANSPORTATION NETWORKS.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Section 55 of public act 05-280, as amended by section 40
2 of public act 06-188, is repealed and the following is substituted in lieu
3 thereof (*Effective from passage*):

4 (a) For the fiscal years ending June 30, 2006, and June 30, 2007, the
5 Commissioner of Social Services shall, within existing budgetary
6 resources, provide grants not to exceed fifty thousand dollars over the
7 two-year period for each grant, to [four] five municipalities with
8 populations of twenty-five thousand or more, or to a nonprofit
9 organization located within any such municipality. Such grants shall
10 be used by such municipality or nonprofit organization to develop and
11 plan financially self-sustaining community-based regional
12 transportation systems that, through a combination of private
13 donations and user fees, provide transportation services on behalf of
14 elderly persons. Prior to the disbursement of any grant made pursuant

15 to this section, a municipality selected to receive such grant shall
 16 demonstrate to the satisfaction of the commissioner, that such
 17 municipality has secured additional private funds, in an amount of not
 18 less than twenty-five thousand dollars that shall be used to develop
 19 and plan financially self-sustaining community-based regional
 20 transportation systems. Any municipality selected to receive a grant
 21 pursuant to this section shall, to the extent practicable, model such
 22 community-based regional transportation system on the ITNAmerica
 23 model, shall provide for wheelchair accessible options and shall work
 24 cooperatively with the regional planning agency of which the
 25 municipality is a member in planning and developing such
 26 community-based regional transportation system.

27 (b) For the fiscal year ending June 30, 2009, the Commissioner of
 28 Social Services shall provide a grant in the amount of twenty-five
 29 thousand dollars to each of the five municipalities selected by the
 30 Department of Social Services pursuant to subsection (a) of this
 31 section.

This act shall take effect as follows and shall amend the following sections:		
Section 1	from passage	PA 05-280, Sec. 55

HS*Joint Favorable Subst.-LCO C/R*

APP

APP*Joint Favorable Subst.*

The following fiscal impact statement and bill analysis are prepared for the benefit of members of the General Assembly, solely for the purpose of information, summarization, and explanation, and do not represent the intent of the General Assembly or either chamber thereof for any purpose:

OFA Fiscal Note**State Impact:**

Agency Affected	Fund-Effect	FY 09 \$
Department of Social Services	GF - Implements the Budget	125,000

Municipal Impact: None

Explanation

This bill specifies that each of the five original Independent Transportation Networks (ITN) receive a grant of \$25,000 in FY09, at a cost of \$125,000. sHB 5021 (the budget bill, as reported by the Appropriations Committee) contains \$125,000 to equalize the ITN grant amounts.

The Out Years

As the bill only addresses the grant level for FY09, there is no out year impact.

OLR Bill Analysis**sSB 664*****AN ACT CONCERNING INDEPENDENT TRANSPORTATION NETWORKS.*****SUMMARY:**

This bill increases from four to five the number of initial grant recipients that the Department of Social Services (DSS) must select to provide community-based regional transportation systems for the elderly. This increase reflects a fifth initial grant recipient funded by DSS. The five recipients initially each received a \$50,000 grant covering FY 06 and 07. The bill requires the commissioner to provide a \$25,000 grant to each initial recipient for FY 09. It also adds the requirement that a grantee provide wheelchair accessible options. Existing law requires a grantee, to the extent practicable, to model its system on the ITNAmerica model and to work cooperatively with the regional planning agency of which it is a member to develop the network.

EFFECTIVE DATE: Upon passage

BACKGROUND***Independent Transportation Network (ITN) Grants***

Legislation in 2005 and 2006 required DSS to provide grants, within existing budgetary resources, to up to four towns with 25,000 or more people or to nonprofit organizations located in them to plan and develop financially self-sustaining, community-based regional transportation systems that, through a combination of private donations and user fees, provide rides in passenger cars for seniors who can no longer drive. (DSS actually funded five initial grant projects.) Before receiving the grant, the town or entity must secure at least \$25,000 in matching private funds.

Initial ITN Grant Recipients

The five initial grant recipients include the (1) American Red Cross, Central Connecticut Chapter; (2) town of Enfield (now ITN North Central Connecticut); (3) St. Luke's Home (now ITN Central Connecticut); (4) Western Connecticut Area Agency on Aging; and (5) the town of West Hartford.

The 2007 budget act included \$250,000 to provide five additional \$50,000 two-year grants funding a total of 10 towns. DSS issued an RFP for these projects in February 2008 and received final applications in April.

Independent Transportation Networks and ITNAmerica

The Independent Transportation Network is a private, nonprofit community organization in the greater Portland, Maine area that uses passenger automobiles to transport seniors and visually impaired people. There are no restrictions on the trip's purpose; it can be for medical appointments, shopping, social visits, or any other purpose. It operates with a combination of volunteers who use their own vehicles and paid drivers who use vehicles owned by the organization.

One of ITN's goals is to provide an economically "sustainable" service to people who can no longer drive safely. The organization obtains its operating funds through memberships in the organization, riders' fares, and support from individuals, community businesses, and private foundations. Volunteers perform many of the organization's office activities and outreach functions. Volunteer drivers receive a small mileage reimbursement and, through volunteering, can build up credits for their own transportation later if they have to give up driving. Or they can donate their stored credits to relatives or friends or to needy riders. Seniors who can no longer drive can donate their car to ITN and receive credit for future rides.

A related nonprofit entity, ITNAmerica, is in the process of planning a nationwide program to replicate the ITN model in other communities nationally.

COMMITTEE ACTION

Human Services Committee

Joint Favorable Change of Reference

Yea 19 Nay 0 (03/13/2008)

Appropriations Committee

Joint Favorable Substitute

Yea 54 Nay 0 (03/28/2008)